U.S. DEPARTMENT OF ENERGY
FLEET ALTERNATIVE FUEL VEHICLE ACQUISITION REPORT FOR FISCAL YEAR 2002

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Contents

U.S. Department of Energy Fleet AFV Acquisition Report

Executive Summary

This report is the Department of Energy's (DOE or Department) fourth annual report on the Department's performance in meeting the alternative fuel vehicle (AFV) acquisition requirements of the Energy Policy Act of 1992 (EPAct) and Executive Order 13149 (E.O. 13149). The report was developed in accordance with EPAct (42 U.S.C. 13211-13219), as amended by the Energy Conservation Reauthorization Act of l998 (Public Law 105-388), and in accordance with E.O. 13149, signed April 2000.

EPAct requires that in fiscal year (FY) 1999 and beyond, 75 percent of all covered vehicle acquisitions by Federal agencies must be AFVs. E.O. 13149 sets a goal for covered Federal agencies to reduce petroleum consumption by FY 2005, requiring agencies to increase alternative fuel use in AFVs and increase the fuel economy of light-duty vehicle acquisitions. **Exhibit 1** summarizes the Department's performance in meeting these requirements.

Requirements	Performance Measure	Goal/Requirement	DOE Performance in FY 2002
EPAct	AFV acquisitions	75% of the 1,099 covered light-duty vehicles acquired in FY 2002 (i.e., 824 vehicles) must be AFVs	Acquired 678 AFVs; with additional 235 credits[1], achieved 913 credits total, or 83% of covered acquisitions
E.O. 13149	Petroleum consumption	By FY 2005, reduce consumption by 20% compared to FY 1999 baseline of 6,837,150 GGE[2]	Consumed 6,756,600 GGE, a decrease of 1.2% from the baseline
	Alternative fuel use in AFVs	By FY 2005, increase alternative fuel use in AFVs to a majority of the total fuel use of those vehicles.	Increased to 42%
	Fuel economy of light-duty acquisitions	By FY 2002, increase fuel economy by 1 mpg[3] (and by FY 2005, increase by 3 mpg), compared to FY 1999 baseline of 17 mpg	Increased to 18 mpg, an increase of 1 mpg over the baseline, meeting the interim goal

[1] Credits earned for acquisition of dedicated light-, medium-, and heavy-duty AFVs and zero emission vehicles, and for biodiesel fuel use (includes 227 credits originally reported in FAST plus 8 credits generated from biodiesel fuel use reported subsequent to the database closure, for a total of 235 EPAct credits).
[2] Gasoline gallon equivalents
[3] Miles per gallon

Exhibit 1. DOE's Performance in Meeting EPAct and E.O. 13149 Requirements, FY 2002

In FY 2002, the Department acquired 678 AFVs and received 227 extra credits for acquiring dedicated AFVs and using biodiesel fuel, for a total of 905 EPAct credits. Compared to the EPAct requirement of 824 AFV credits (75 percent of the 1,099 covered acquisitions), the Department achieved 83 percent EPAct compliance. Similarly in FY 2001, the Department received 109 percent EPAct credits, 96 percent in FY 2000, and 112 percent in FY 1999. Agencies can exceed EPAct requirements significantly by earning extra EPAct credits through acquisition of AFVs in geographically exempt areas, acquisition of dedicated AFVs, and biodiesel fuel use.

Light-duty (conventional) vehicles acquired by the Department in FY 2002 have an average DOE/EPA[1] fuel economy rating of 18 miles per gallon, 1 mile per gallon above the Department's acquisitions in the FY 1999 baseline year. As such, the Department has met the interim objective of E.O. 13149. Departmental AFVs used alternative fuels to meet 42 percent of those vehicles' FY 2002 fuel requirements. The Department's fleets consumed slightly less petroleum in FY 2002 than in the baseline year. However, measures to expand alternative fuel infrastructure funded in FY 2003 should dramatically reduce the Department's petroleum consumption, as greater access to alternative fuels is made available to fleets. These measures are outlined in the *U.S. Department of Energy's Compliance Strategy for Executive Order 13149*, developed in June 2001.

In FY 2002, the Department's fleets consumed over 94,000 gasoline gallon equivalents (GGE) of biodiesel, largely in medium- and heavy-duty vehicles and diesel-powered equipment. This represents an increase of more than 12 percent, or 10,000 GGE of biodiesel fuel use, over that used in FY 2001.

Alternative fuel use in the Department's fleets increased by 53 percent in FY 2002, to 561,454 GGE, up from 298,161 GGE in FY 2001. Actual alternative fuel use could be higher than reported in FY 2001 since tracking alternative fuels has been difficult, particularly of fuels purchased at commercial stations.

[1] U.S. Environmental Protection Agency

Legislative and Executive Order Requirements

Section 303 of EPAct (42 U.S.C. 13212) requires that 75 percent of all covered light-duty vehicles acquired by Federal fleets in FY 1999 and thereafter must be AFVs. The EPAct requirements apply to agency fleets of 20 or more light-duty vehicles (vehicles less than or equal to 8,500 pounds gross vehicle weight rating) that are "centrally fueled or capable of being centrally fueled" and are primarily operated in Metropolitan Statistical Areas (MSAs) or Consolidated Metropolitan Statistical Areas (CMSAs) with populations of more than 250,000 according to1980 census data. Certain emergency, law enforcement, and national defense vehicles are exempt from these requirements.

E.O. 13149 requires each Federal agency that operates 20 or more vehicles within the United States to reduce its annual petroleum consumption by at least 20 percent by FY 2005, compared to FY 1999 consumption levels. Fleets may achieve the reductions through a combination of AFV acquisitions, increased alternative fuel use in AFVs, improved efficiency of non-AFV acquisitions, reductions in fleet sizes and vehicle miles traveled, and improvements in overall fleet operating efficiencies.

E.O. 13149 also includes two additional requirements in relation to the 20 percent petroleum reduction goal. First, that agencies use alternative fuel in their AFVs to meet a majority of the fuel requirements of those vehicles by FY 2005. Second, that agencies increase the DOE/EPA average fuel economy rating of covered light-duty (non-AFV) vehicle acquisitions by 1 mile per gallon (mpg) by FY 2002 and 3 mpg by FY 2005, as compared to the FY 1999 baseline.

The Energy Conservation Reauthorization Act of l998 amended EPAct to allow one AFV acquisition credit for every 450 gallons of pure biodiesel fuel or 2,250 gallons of B-20, a blend of 20 percent biodiesel with 80 percent petroleum diesel, consumed in vehicles of over 8,500 pounds gross vehicle weight rating. These "biodiesel credits" may fulfill up to 50 percent of a Federal fleet's EPAct acquisition requirements, and do not carry over into subsequent years.

Moreover, E.O. 13149 provides incentives for agencies to acquire and use dedicated AFVs. Agencies receive one additional AFV credit for each dedicated light-duty vehicle and for each zero emission vehicle of any size, three credits for each dedicated medium-duty vehicle, and four credits for each dedicated heavy-duty vehicle. Agencies can also receive one credit for every 450 gallons of pure biodiesel used in diesel vehicles.

Section 310(b) of EPAct requires the head of each Federal agency to prepare and submit an annual report to Congress outlining the agency's AFV acquisitions and its future acquisition plans, beginning in FY 1999. Federal agencies, including the Department of Energy, submit compliance data using the web-based Federal Automotive Statistical Tool (FAST). Data submitted by the Department are included in this report as Attachments A, B, and C.

DOE's Approach to Compliance with EPAct and E.O. 13149

To fulfill the requirements of E.O.13149, the Department is in the process of implementing its *Compliance Strategy for Executive Order 13149.* The *Strategy* is a detailed five-year plan,

starting in FY 2000. It was based on fleet data available in FYs 1999 and 2000 and interviews with fleet managers at sixteen of the largest DOE sites. These sites account for more than 90 percent of the Department's petroleum consumption.

The *Strategy* specifies that DOE will meet its annual EPAct acquisition requirements by acquiring 75 percent of its new light-duty vehicle acquisitions as AFVs. The *Strategy* also lays out a specific plan for the DOE fleets between FY 2000 to FY 2005 to meet the 20 percent petroleum consumption reduction goal, as required by E.O. 13149.

To ensure continued compliance with the requirements of EPAct, DOE implemented the Fleet Surcharge Program to help offset the incremental costs of AFVs. The incremental cost of an AFV ranges from zero to several thousand dollars, depending on the AFV type. The Fleet Surcharge Program places a small surcharge on each Departmental fleet vehicle leased from the General Services Administration (GSA). This is critical since the majority of the vehicles operated by DOE fleets are GSA-leased. The funds from this program are placed in a separate account used to pay for the incremental costs of AFVs acquired by the Department each year. This program launched in FY 2001, has helped the Department meet or exceed its AFV acquisition statutory requirements.

The *Strategy* also states that the Department will use alternative fuels in its AFVs 75 percent of the time, surpassing the E.O. 13149 requirement that agencies use alternative fuels in their AFVs a *majority* of the time. In addition, DOE acquires light-duty vehicles with higher fuel economies, as required by E.O. 13149. The Department also will continue to earn biodiesel credits by using biodiesel fuel in all fleet diesel vehicles of over 8,500 pounds gross vehicle weight rating at several of the Department's larger facilities.

DOE's FY 2002 Fleet Compliance with EPAct

Exhibit 2 depicts AFV acquisitions by the Department fleets in FYs 1999, 2000, 2001, and 2002. This figure also shows planned and projected acquisitions for FYs 2003 and 2004 and documents the steady increase in AFV acquisitions. Attachment A provides detailed information on the number and types of light-duty vehicles acquired by the Department in FY 2002. Attachments B and C show planned and projected acquisitions for FYs 2003 and 2004, respectively.

The Department has exceeded its EPAct requirements each year reported, and projects it will continue to do so in the coming years. The values listed include credits the Department expects for biodiesel use. It should e noted that the vast majority of the vehicles acquired by DOE are for contractor use. DOE believes that it is less costly to provides the vehicles to the contractors than to have the contractors acquire the vehicles and then bill DOE for their use.

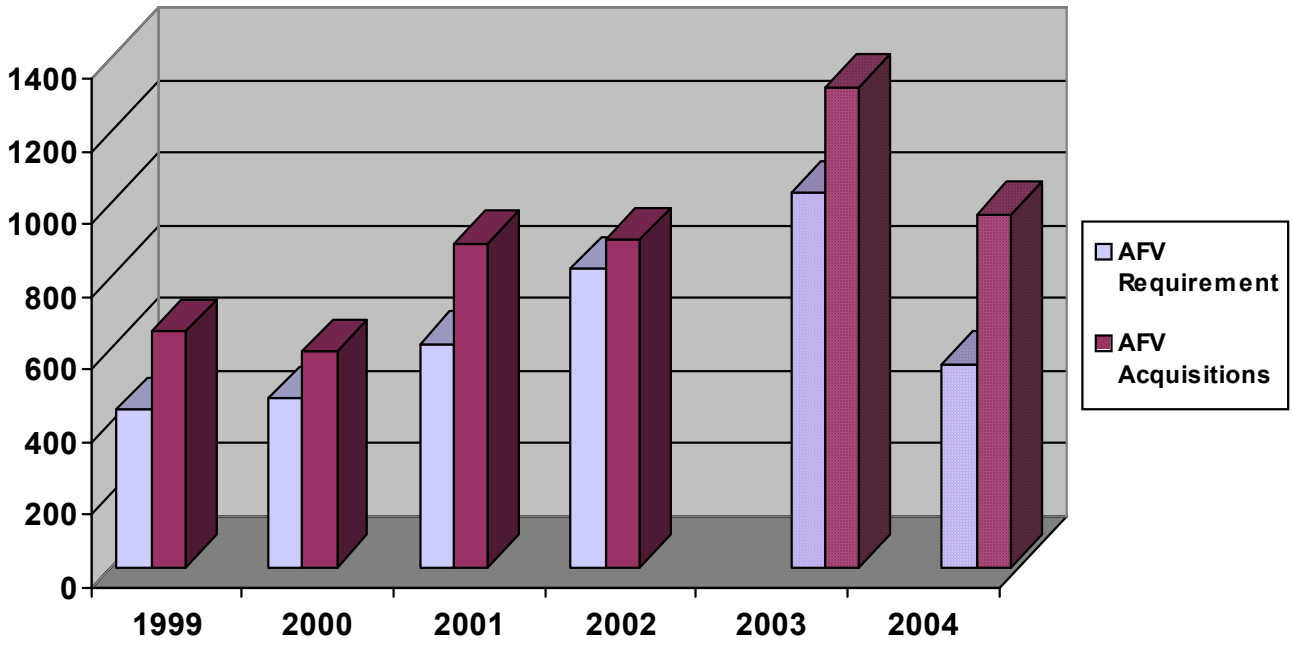

Exhibit 2. Summary of DOE's Recent, Planned, and Projected AFV Acquisitions
(Includes credits for dedicated AFVs and biodiesel use)

As summarized in **Exhibit 3**, in FY 2002, the Department acquired 678 AFVs and received 235 credits for acquiring dedicated AFVs and for using biodiesel fuel, for a total of 913 AFV credits. Compared to the EPAct requirement of 824 AFVs (75 percent of the 1,099 covered acquisitions), the Department achieved 83 percent of covered acquisitions. As in FYs 2001, 2000, and 1999, the Department exceeded its EPAct requirement by a significant margin.

EPAct-covered vehicle acquisitions	1,099
AFVs acquired	678
Additional credits earned	235
Total AFVs and credits(as % of covered acquisitions)	913 (83%)

Exhibit 3. DOE's Performance in Meeting EPAct Requirements, FY 2002

Exhibit 4 provides a breakdown, by fuel type, of the AFVs in the Department's fleets. Most of the AFVs acquired in FY 2002, and in the Department's inventory, are flex-fuel vehicles operated on a mixture of 85 percent ethanol with 15 percent gasoline (E-85), and dedicated and bi-fuel compressed natural gas (CNG) vehicles. Since the flex-fuel and bi-fuel vehicles are designed to operate on gasoline as well as the alternative fuel, special efforts are needed to ensure that these vehicles operate on the alternative fuel to the maximum extent possible.

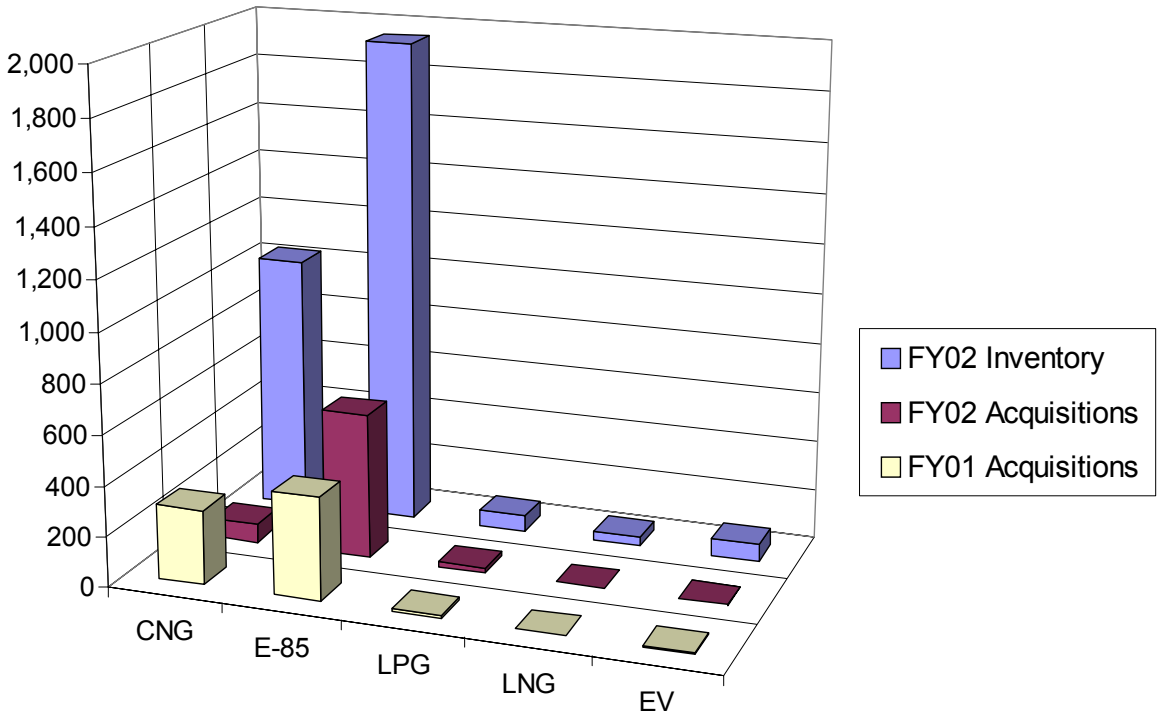

Exhibit 4. DOE's AFV Acquisitions by Fuel Type

Additional vehicles were leased and purchased by the Department that were not EPAct-covered vehicles, as shown in **Exhibit 5**. Of the total 1,366 light-duty vehicles acquired in FY 2002 shown in Attachment A, 267 vehicles were not counted for compliance**.** Most of these are vehicles that are in fleets located or operated outside a covered MSA or CMSA.

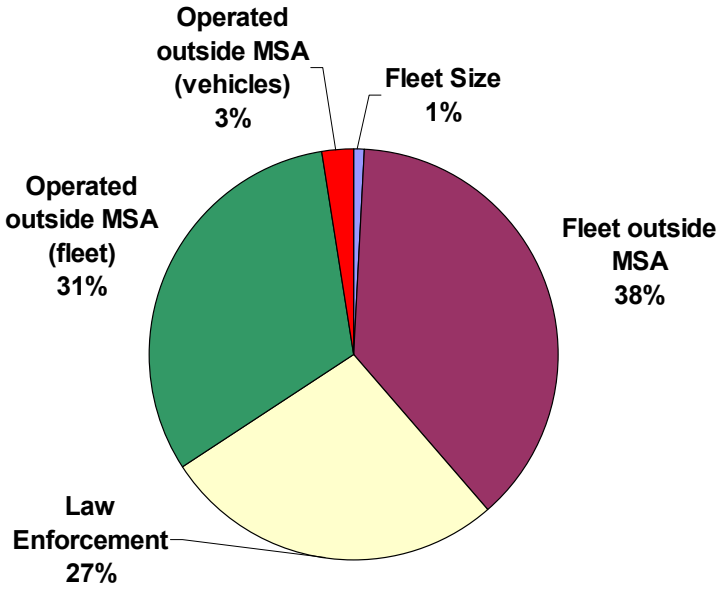

Exhibit 5. DOE's Exempt-Vehicle Acquisitions, FY 2002

DOE's FY 2002 Fleet Compliance with E.O. 13149

Exhibit 6 summarizes DOE's performance towards the E.O. 13149 goals. One goal of E.O. 13149 is for Federal fleets to reduce petroleum consumption by 20 percent by FY 2005. In FY 2002, the Department consumed slightly less petroleum fuel than in the FY 1999 baseline. The Department anticipates significant petroleum savings by the close of FY 2005, once the measures outlined in the *DOE Strategy* are fully implemented.

Federal fleets are also required by E.O. 13149 to use alternative fuels in their AFVs to meet a majority of the fuel requirements of those vehicles by the end of FY 2005. DOE fleets were successful in using alternative fuel to meet 42 percent of its AFVs' FY 2002 fuel requirements, which is a significant gain toward the goal of 50 percent required by E.O. 13149. As stated in the *Strategy*, the Department has declared an internal goal of 75 percent, which should be achieved by the end of FY 2005.

E.O. 13149 requires agency fleets to increase the fuel economy of light-duty vehicle acquisitions by 1 mpg by FY 2002, and 3 mpg by FY 2005, compared to FY 1999 acquisitions. The fuel economy of conventional light-duty vehicles acquired by the Department in FY 2002 was 1 mpg higher than in the covered vehicles acquired in the baseline year, FY 1999. Thus, the Department met the first goal of E.O. 13149 and, as stated in the *Strategy*, the Department plans to meet the goal of 3 mpg improvement by 2005.

Petroleum Consumption		Alternative Fuel Use in AFVs		Fuel Economy of Light-Duty Acquisitions	
FY 1999 Baseline	6,837,150 GGE	**FY 2002**	42%	**FY 1999 Baseline**	17 mpg
FY 2002	6,756,600 GGE			**FY 2002**	18 mpg
Percent change (decrease)	-1.2%			**Change (increase)**	+1 mpg

Exhibit 6. DOE's Performance in Meeting E.O. 13149 Requirements, FY 2002

Exhibit 7 summarizes the Department's fuel use in vehicles covered by E.O. 13149 during the last four fiscal years. In FY 2002, the Department consumed over 560,000 GGE of alternative fuels in these vehicles, thereby replacing a portion of the gasoline and diesel fuel that would have been used.

The majority of vehicles acquired by the Department and other Federal fleets are leased from GSA, and the leasing contract folds in the maintenance and fuel costs for the vehicles. This is accomplished through use of a GSA credit card issued to fleets to purchase alternative fuel. Unfortunately, product code standards are not uniform among suppliers of alternative fuels, and

it is not always possible for credit vendors to accurately track the alternative fuels purchased with the credit card. The exception may be natural gas, which is usually purchased at a local utility refueling site that allows for more accurate accounting.

A review of the data reported in FAST by the Department's fleets for FY 2000 indicated that many fleets grossly under-reported their alternative fuel use for that year. For example, some had only reported alternative fuel use for owned vehicles and not for vehicles leased from GSA. The fleets did, however, account for alternative fuel use in GSA vehicles in FY 2001 and in FY 2002.

Fuel Type	FY 1999 Quantity (GGE)	FY 2000 Quantity (GGE)	FY 2001 Quantity (GGE)	FY 2002 Quantity (GGE)
Biodiesel-B100	116	0	80,071	94,166*
CNG	3,876	15,112	51,786	83,008*
E-85	996	61,128	120,047	341,293
Electricity	0	495	11,672	27,315
Liquified Natural Gas - LNG	0	0	34,103	5,959
Methanol	167	0	0	0
Propane	25,010	0	482	9,713
Total Alt Fuel Use	30,165	76,735	298,161	561,454*
Diesel	1,521,598	1,781,178	1,658,428	1,384,652
Gasoline	3,033,221	3,919,972	4,958,948	5,335,519

*Includes additional 3,501 GGE biodiesel use at Nevada Test Site and 1,569 GGE CNG use at the National Energy Technology Laboratory-PA reported subsequent to database closure.

Exhibit 7. DOE's Fuel Use in FYs 1999, 2000, 2001 and 2002

The Department projects its fleets will reduce petroleum consumption by nearly 30 percent by the end of FY 2005. This reduction in petroleum use will be achieved with increased alternative fuel use and adoption of fuel economy and fleet efficiency measures.

In support of these efforts, the Department allocated $2.7M in FY 2003 towards developing 23 alternative fuel infrastructure projects at twelve of the Departments facilities. The projects involve the construction of AFV fueling infrastructure such as fueling stations and storage tanks for eleven E-85, eight CNG, and four biodiesel sites.

Success Stories

Several of the Department's fleets have demonstrated a strong commitment to acquiring and using AFVs and reducing petroleum consumption. In particular, the Savannah River facility made significant progress in converting its fleet to alternative fuels in FY 2001, and these achievements are summarized here. Other fleets also achieved success and are briefly profiled.

Savannah River Site. This Federal facility has made a commitment to convert its fleet to run on renewable fuels. In recent years, the fleet has replaced more than 530 gasoline-fueled vehicles with flex-fuel, ethanol (E-85) vehicles. To ensure adequate refueling infrastructure, two E-85 stations were constructed on the site, and electronic card readers were programmed to ensure that flex-fuel vehicles may be fueled only with E-85. In its pledge to use renewable fuels, Savannah River also began, in FY 2001, to operate all diesel-powered vehicles and stationary equipment (such as generators) on B-20.

In FY 2002, the Savannah River site consumed 241,769 gallons (272,223 GGE) of B20, resulting in 107 EPAct credits. Combined with 116 AFV acquisitions, the site achieved 137 percent of the EPAct requirement applicable to that facility. The evidenced commitment to AFVs and alternative fuels is particularly significant, since this is one of DOE's largest fleets.

Examples of other successful DOE facilities:

- ***Los Alamos National Laboratory (LANL).*** LANL generated 95 EPAct credits with its AFV acquisitions in FY 2002, achieving a 79 percent EPAct compliance for this site. Presently, the Albuquerque Operations fleet manager is working with LANL to install ethanol refueling infrastructure for this fleet. As another one of DOE's largest fleets, active participation in this program is key to the Department's success.

- ***Sandia National Laboratory, Kirtland*** acquired 82 AFVs, and with additional credits reached 98 percent EPAct compliance. This fleet has begun to use biodiesel in its medium and heavy duty engines, which will further reduce petroleum consumption at the site.

- ***Several smaller DOE fleets*** exhibited excellent performance in FY 2002, including the National Energy Technology Laboratory, Pittsburgh (NETL-PA), Brookhaven National Laboratory, Fermilab, and the National Renewable Energy Laboratory (NREL). **NETL-PA** achieved 350 percent EPAct compliance with acquisition of AFVs; **Brookhaven** achieved 190 percent compliance with a similar approach; **Fermilab** 200 percent; and **NREL**'s aggressive acquisition of AFVs resulted in credits equivalent to 125 percent of NREL's small EPAct requirement. Some fleets have exceeded the 75 percent EPAct acquisition requirement by placing AFVs in exempt geographic locations, and have received extra EPAct credits by acquiring dedicated light, medium, and heavy-duty AFVs, as allowed by E.O. 13149.

In FY 2002 a number of DOE fleets initiated activities to expand alternative fuel infrastructure at their sites:

- ***Bonneville Power Administration (BPA) Willamette***. This facility has installed a CNG pipeline, and has other material and equipment in place for a fast-fill CNG station to be used by multiple Federal agencies. This fleet has purchased a number of flex-fuel vehicles and has requested funding for an E-85 station. Five electric passenger carts are currently used at the complex, and BPA plans to order more carts. This fleet also has plans to use biodiesel fuel in its diesel vehicles.

- ***Oak Ridge National Laboratory (ORNL)***. At ORNL, a variety of alternative fuels are in use among its various sites, including biodiesel, ethanol, propane, liquid petroleum gas, and electricity. Oak Ridge has plans to lease additional flex-fuel vehicles and install ethanol, biodiesel, and electric-recharging infrastructure.

- ***Lawrence Berkeley National Laboratory (LBNL)***. LBNL plans to install an E-85 station and convert a 10,000-gallon underground tank to store B-20 fuel**.**

DOE's Projected Fleet AFV Acquisitions for Fiscal Years 2003 and 2004

While Attachment A provides detailed information on AFVs actually acquired by the Department in FY 2002, Attachment B provides planned vehicle acquisitions for the Department fleets in FY 2003, and Attachment C projects the number of vehicle acquisitions that the Department will make for its fleets in FY 2004.

As shown in Attachment B, in FY 2003, Department fleets are planning to acquire a cumulative total of 1,564 light-duty vehicles. Of these, 1,377 will be EPAct-covered acquisitions. If DOE acquires this number of covered vehicles, then to meet the 75 percent EPAct requirement, it will need to generate a minimum of 1,033 AFV credits. For FY 2003, the Department has submitted plans to acquire 989 AFVs, which would earn a total of 1,038 EPAct credits because dedicated and zero emission vehicles of all sizes receive multiple credits under E.O. 13149. The Department also plans to use more biodiesel than was used by its fleets in FY 2002 and in total generate an additional 335 credits, thereby earning a total of 1,324 acquisition credits for FY 2003. Thus, the Department plans to acquire 96 percent of its new covered light-duty vehicles as AFVs and AFV credits in FY 2003, representing 21 percent more than is required by EPAct.

In FY 2004, Department fleets are projecting they will acquire 875 light-duty vehicles. Of these, 748 will be EPAct-covered acquisitions, thus establishing a 561 minimum credit requirement in order to meet EPAct's 75 percent requirement. The Department projects it will acquire 651 AFVs (694 including the associated EPAct credits) and to use at least as much biodiesel fuel in FY 2003 as in FY 2002, thereby earning a minimum of 975 credits. Thus, the Department plans to exceed its EPAct requirement again in FY 2004 by acquiring 55 percent more AFVs than EPAct requires.

Summary and Conclusions

This report and its attachments show that the Department exceeded its AFV acquisition requirements under EPAct in FY 2002. It also indicates that the Department expects to repeat this accomplishment in FYs 2003 and 2004. The Department anticipates that its fleets will exceed the 20 percent reduction in petroleum consumption by 2005 required by E.O. 13149. This lower level of petroleum use will be achieved by continuing to implement the Department's *Strategy* for complying with the requirements of E.O. 13149, which calls for using alternative fuels in AFVs to meet a majority of the fuel requirements of those vehicles by the end of FY 2005, improving the average fuel economy of newly acquired light-duty conventional vehicles by 1 mpg by FY 2002 and 3 mpg by FY 2005, and using other fleet efficiency measures.

In FY 2002, the Department's fleet personnel were provided with training and became more familiar with the requirements of the EPAct and E.O. 13149 programs and the relevant data collection system. However, additional effort is needed in the following areas:

- Department fleet managers should work more closely with the GSA Fleet Management Centers to help them coordinate the acquisition and use of alternative fuels and vehicles with other local fleets and to encourage local fuel providers to establish alternative fuel refueling sites and to obtain better fuel prices.

- The Department and GSA should lead an interagency working group to work with relevant private industry officials to resolve alternative fuel use tracking issues.

Finally, significant improvements were made by the Department and GSA to the FAST data collection system over the last three years, and several additional changes will be initiated in FY 2003.

Attachments

Attachment A: Actual Department of Energy FY 2002 Vehicle Acquisitions

Actual FY 2002 Light-Duty Vehicle Acquisitions

		Leased	Purchased	Total	Total Vehicle Inventory
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		1,247	119	1,366	9,675
Exemptions	Fleet Size	2	0	2	18
	Geographic	92	9	101	401
	Law Enforcement	47	26	73	458
	Non-MSA Operation (fleet)	84	0	84	509
	Non-MSA Operation (vehicles)			7	
EPACT Covered Acquisitions		**1,022**	**84**	**1,099**	**8,289**

Actual FY 2002 AFV Acquisitions

Vehicle		Leased	Purchased	Total	Total Vehicle Inventory
Sedan	CNG Bi-Fuel Subcompact	16	0	16	99
Sedan	CNG Dedicated Subcompact	2	0	2	4
Sedan	CNG Bi-Fuel Compact	0	0	0	238
Sedan	E-85 Flex-Fuel Compact	3	0	3	15
Sedan	Electric Dedicated Compact	0	0	0	6
Sedan	E-85 Flex-Fuel Midsize	23	2	25	405
Sedan	Electric Dedicated Midsize	2	0	2	0
Sedan	CNG Dedicated Large	0	0	0	3
St. Wagon	CNG Bi-Fuel Compact	0	0	0	6
St. Wagon	E-85 Flex-Fuel Midsize	1	0	1	12
Pickup 4x2	E-85 Flex-Fuel Compact	48	0	48	183
Pickup 4x2	E-85 Flex-Fuel Compact Ext Cab	36	8	44	74
Pickup 4x2	CNG Bi-Fuel Compact Reg Cab	0	0	0	4
Pickup 4x2	E-85 Flex-Fuel Compact Reg Cab	2	0	2	240
Pickup 4x2	Electric Dedicated Compact Reg Cab	0	0	0	57
Pickup 4x2	LNG Bi-Fuel Compact Reg Cab	0	0	0	1
Pickup 4x2	CNG Bi-Fuel Full-size Ext Cab	0	0	0	14
Pickup 4x2	CNG Dedicated Full-size Ext Cab	0	12	12	3
Pickup 4x2	E-85 Flex-Fuel Full-size Ext Cab	40	0	40	10
Pickup 4x2	LNG Bi-Fuel Full-size Ext Cab	3	0	3	2
Pickup 4x2	LPG Bi-Fuel Full-size Ext Cab	2	0	2	15
Pickup 4x2	CNG Bi-Fuel Full-size Reg Cab	2	1	3	348
Pickup 4x2	CNG Dedicated Full-size Reg Cab	0	0	0	16
Pickup 4x2	E-85 Flex-Fuel Full-size Reg Cab	49	0	49	40
Pickup 4x2	LNG Bi-Fuel Full-size Reg Cab	0	0	0	21
Pickup 4x2	LPG Bi-Fuel Full-size Reg Cab	13	0	13	14
Pickup 4x4	E-85 Flex-Fuel Compact Ext Cab	0	0	0	32
Pickup 4x4	E-85 Flex-Fuel Compact Reg Cab	0	0	0	1
Pickup 4x4	CNG Bi-Fuel Full-size Ext Cab	1	0	1	48
Pickup 4x4	E-85 Flex-Fuel Full-size Ext Cab	2	0	2	2
Pickup 4x4	LPG Bi-Fuel Full-size Ext Cab	1	0	1	1
Pickup 4x4	CNG Bi-Fuel Full-size Reg Cab	2	0	2	95
Pickup 4x4	E-85 Flex-Fuel Full-size Reg Cab	2	0	2	2
Pickup 4x4	LPG Bi-Fuel Full-size Reg Cab	3	0	3	23
SUV 4x2 4dr	E-85 Flex-Fuel Midsize	8	0	8	14
SUV 4x4 2dr	CNG Bi-Fuel Compact	0	0	0	1
SUV 4x4 2dr	CNG Bi-Fuel Compact	0	0	0	3
SUV 4x4 2dr	LNG Bi-Fuel Compact	0	0	0	4
SUV 4x4 4dr	E-85 Flex-Fuel Large	27	0	27	17
SUV 4x4 4dr	E-85 Flex-Fuel Compact	8	2	10	8
SUV 4x4 4dr	E-85 Flex-Fuel Midsize	98	17	115	175
Van 4x2	E-85 Flex-Fuel Compact	200	2	202	715
Van 4x2	Electric Dedicated Compact	0	0	0	4
Van 4x2	CNG Dedicated Large	1	8	9	42
Van 4x2	CNG Dedicated Large	0	0	0	8
Bus	LNG Bi-Fuel	0	0	0	10

Bus	LPG Dedicated	0	0	0	7
Emergency & Special Purpose MD 8,501-16,000 GVWR	CNG Bi-Fuel	0	0	0	6
Emergency & Special Purpose MD 8,501-16,000 GVWR	CNG Dedicated	0	0	0	2
MD AFV Other 8,501-16,000 GVWR	CNG Bi-Fuel	1	0	1	9
MD AFV Other 8,501-16,000 GVWR	LPG Bi-Fuel	0	0	0	2
Pickup 4x2	CNG Bi-Fuel Full-size Reg Cab	0	0	0	24
Van 4x2	LPG Dedicated	0	0	0	1
Van 4x2	CNG Bi-Fuel Large	18	3	21	44
Van 4x2	CNG Dedicated Large	8	1	9	10
Van 4x2	LPG Bi-Fuel Large	0	0	0	2
Total Number of AFV Acquisitions		**622**	**56**	**678**	**3,142**
Zero Emission Vehicle Credits		2	0	2	
Dedicated Light-Duty AFV Credits		3	20	23	
Dedicated Medium-Duty AFV Credits		16	2	18	
Dedicated Heavy-Duty AFV Credits		0	0	0	
Biodiesel Fuel Usage Credits - Actuals				184	
Total AFV Acquisitions with Credits		**643**	**78**	**905***	
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**82%***	

***NOTE: Subsequent to FAST closing for data input, two DOE fleets reported additional alternative fuel use:**

3,501 GGE biodiesel (B100) at Nevada Test Site, and
1,569 GGE CNG at the National Energy Technology Laboratory -PA

The biodiesel fuel use of 3,501 GGE resulted in 8 additional EPAct credits, raising the "biodiesel fuel usage credits" from 184 to 192, and the "AFV acquisition credits" from the 905 recorded in FAST, to 913. This results in the AFV acquisition rate to increase slightly from 82 percent to 83 percent for FY 2002.

Attachment B: Planned Department of Energy FY 2003 Vehicle Acquisitions

Planned FY 2003 Light-Duty Vehicle Acquisitions

		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		1,496	68	1,564
Exemptions	Fleet Size	1	1	2
	Geographic	41	9	50
	Law Enforcement	53	18	71
	Non-MSA Operation (fleet)	60	0	60
	Non-MSA Operation (vehicles)			4
EPACT Covered Acquisitions		**1,341**	**40**	**1,377**

Planned FY 2003 AFV Acquisitions

Vehicle		Leased	Purchased	Total
Sedan (SIN 8, 8C)	CNG Bi-Fuel Subcompact	10	0	10
Sedan (SIN 8, 8C)	CNG Dedicated Subcompact	4	0	4
Sedan (SIN 9, 9C)	CNG Bi-Fuel Compact	4	0	4
Sedan (SIN 9, 9C)	E-85 Flex-Fuel Compact	189	0	189
Sedan (SIN 10, 10B)	E-85 Flex-Fuel Midsize	150	2	152
Sedan (SIN 11, 11B)	CNG Dedicated Large	3	1	4
St. Wagon (SIN 14, 14C)	E-85 Flex-Fuel Midsize	6	0	6
Pickup 4x2 (SIN 60)	E-85 Flex-Fuel Compact	58	0	58
Pickup 4x2 (SIN 61C)	E-85 Flex-Fuel Compact Ext Cab	54	0	54
Pickup 4x2 (SIN 42C)	CNG Dedicated Full-size Ext Cab	4	0	4
Pickup 4x2 (SIN 41, 42)	CNG Bi-Fuel Full-size Reg Cab	74	0	74
Pickup 4x2 (SIN 42)	CNG Dedicated Full-size Reg Cab	0	12	12
Pickup 4x2 (SIN 41)	E-85 Flex-Fuel Full-size Reg Cab	19	0	19
Pickup 4x4 (SIN 66C)	E-85 Flex-Fuel Compact Ext Cab	3	0	3
Pickup 4x4 (SIN 66)	E-85 Flex-Fuel Compact Reg Cab	1	0	1
Pickup 4x4 (SIN 57)	CNG Bi-Fuel Full-size Crew Cab	2	0	2
Pickup 4x4 (SIN 47C)	CNG Bi-Fuel Full-size Ext Cab	1	0	1
Pickup 4x4 (SIN 46C)	E-85 Flex-Fuel Full-size Ext Cab	6	0	6
Pickup 4x4 (SIN 46, 47)	CNG Bi-Fuel Full-size Reg Cab	9	0	9
Pickup 4x4 (SIN 46)	E-85 Flex-Fuel Full-size Reg Cab	3	1	4
SUV 4x4 4dr (SIN 106)	E-85 Flex-Fuel Large	8	0	8
SUV 4x4 4dr (SIN 105)	E-85 Flex-Fuel Compact	33	0	33
SUV 4x4 4dr (SIN 105B)	E-85 Flex-Fuel Midsize	103	7	110
Van 4x2 (SIN 20, 30)	E-85 Flex-Fuel Compact	173	3	176
Van 4x2 (SIN 21, 31)	CNG Dedicated Large	15	5	20
Emergency & Special Purpose MD 8,501-16,000 GVWR (SIN)	CNG Dedicated	1	0	1
MD AFV Other 8,501-16,000 GVWR (SIN)	CNG Bi-Fuel	3	4	7
MD AFV Other 8,501-16,000 GVWR (SIN)	LPG Bi-Fuel	6	0	6
Van 4x2 (SIN 22, 24, 32, 34)	CNG Bi-Fuel Large	1	2	3
Van 4x2 (SIN 24, 32, 34)	LPG Bi-Fuel Large	8	0	8
Emergency & Special Purpose HD 16,001 + GVWR (SIN)	CNG Dedicated	1	0	1
Total Number of AFV Acquisitions		**952**	**37**	**989**
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		26	18	44
Dedicated Medium-Duty AFV Credits		2	0	2
Dedicated Heavy-Duty AFV Credits		3	0	3
Biodiesel Fuel Usage Credits - Planned				286
Total AFV Acquisitions with Credits		**983**	**55**	**1,324**
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**96%**

Attachment C: Projected Department of Energy FY 2004 Vehicle Acquisitions

Projected FY 2004 Light-Duty Vehicle Acquisitions

		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		767	108	875
Exemptions	Fleet Size	0	3	3
	Geographic	32	4	36
	Law Enforcement	11	22	33
	Non-MSA Operation (fleet)	47	0	47
	Non-MSA Operation (vehicles)			8
EPACT Covered Acquisitions		**677**	**79**	**748**

Projected FY 2004 AFV Acquisitions

Vehicle		Leased	Purchased	Total
Sedan (SIN 8, 8C)	CNG Bi-Fuel Subcompact	25	5	30
Sedan (SIN 9, 9C)	CNG Bi-Fuel Compact	3	0	3
Sedan (SIN 9, 9C)	E-85 Flex-Fuel Compact	17	0	17
Sedan (SIN 10, 10B)	E-85 Flex-Fuel Midsize	24	0	24
St. Wagon (SIN 14, 14C)	E-85 Flex-Fuel Midsize	1	2	3
Pickup 4x2 (SIN 61C)	E-85 Flex-Fuel Compact Ext Cab	56	0	56
Pickup 4x2 (SIN 61)	E-85 Flex-Fuel Compact Reg Cab	6	0	6
Pickup 4x2 (SIN 42C)	CNG Bi-Fuel Full-size Ext Cab	9	0	9
Pickup 4x2 (SIN 41C)	E-85 Flex-Fuel Full-size Ext Cab	4	0	4
Pickup 4x2 (SIN 41, 42)	CNG Bi-Fuel Full-size Reg Cab	85	3	88
Pickup 4x2 (SIN 42)	CNG Dedicated Full-size Reg Cab	2	12	14
Pickup 4x2 (SIN 41)	E-85 Flex-Fuel Full-size Reg Cab	71	4	75
Pickup 4x2 (SIN 41, 42)	LPG Bi-Fuel Full-size Reg Cab	1	0	1
Pickup 4x4 (SIN 66C)	E-85 Flex-Fuel Compact Ext Cab	2	8	10
Pickup 4x4 (SIN 66)	E-85 Flex-Fuel Compact Reg Cab	1	0	1
Pickup 4x4 (SIN 47C)	CNG Bi-Fuel Full-size Ext Cab	1	0	1
Pickup 4x4 (SIN 46C)	E-85 Flex-Fuel Full-size Ext Cab	10	0	10
Pickup 4x4 (SIN 47C)	LPG Bi-Fuel Full-size Ext Cab	1	0	1
Pickup 4x4 (SIN 46, 47)	CNG Bi-Fuel Full-size Reg Cab	26	0	26
Pickup 4x4 (SIN 46)	E-85 Flex-Fuel Full-size Reg Cab	10	0	10
SUV 4x2 4dr (SIN 100B)	E-85 Flex-Fuel Midsize	9	0	9
SUV 4x4 2dr (SIN 105)	CNG Bi-Fuel Compact	10	5	15
SUV 4x4 4dr (SIN 106)	E-85 Flex-Fuel Large	9	2	11
SUV 4x4 4dr (SIN 105)	E-85 Flex-Fuel Compact	13	5	18
SUV 4x4 4dr (SIN 105B)	E-85 Flex-Fuel Midsize	47	12	59
Van 4x2 (SIN 20, 30)	E-85 Flex-Fuel Compact	85	9	94
Van 4x2 (SIN 21, 31)	CNG Dedicated Large	5	0	5
Bus (SIN)	CNG Bi-Fuel	8	1	9
Emergency & Special Purpose MD 8,501-16,000 GVWR (SIN)	CNG Dedicated	3	0	3
MD AFV Other 8,501-16,000 GVWR (SIN)	CNG Bi-Fuel	2	1	3
MD AFV Other 8,501-16,000 GVWR (SIN)	LPG Bi-Fuel	8	0	8
Van 4x2 (SIN 22, 24, 32, 34)	CNG Bi-Fuel Large	9	11	20
Van 4x2 (SIN 22, 24, 32, 34)	CNG Dedicated Large	0	6	6
Emergency & Special Purpose HD 16,001 + GVWR (SIN)	Electric Dedicated	0	2	2
Total Number of AFV Acquisitions		**563**	**88**	**651**
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		7	12	19
Dedicated Medium-Duty AFV Credits		6	12	18
Dedicated Heavy-Duty AFV Credits		0	6	6
Biodiesel Fuel Usage Credits - Projected				281
Total AFV Acquisitions with Credits		**576**	**118**	**975**
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**130%**

ACRONYMS

AFV	Alternative Fuel Vehicle
B-20 diesel	Biodiesel blended fuel that is 20 percent biodiesel with 80 percent petroleum
B-100	Neat biodiesel fuel
BPA	Bonneville Power Administration
CMSA	Consolidated Metropolitan Statistical Area
CNG	Compressed Natural Gas
DOE	U.S. Department of Energy
E-85	Ethanol-blended fuel that is at least 85 percent ethanol and 15 percent petroleum gasoline
ECRA	Energy Conservation Reauthorization Act of 1998, Public Law 105-388
EPA	U.S. Environmental Protection Agency
EPAct	Energy Policy Act of 1992, Public Law 102-486
E.O. 13149	Executive Order 13149, "Greening the Government through Federal Fleet and Transportation Efficiency," 65 FR 24607
FAST	Federal Automotive Statistical Tool (the Federal fleet's Web-based data collection and reporting system, at http://fastweb.inel.gov)
FY	Fiscal year
GGE	Gasoline gallon equivalent
GSA	General Services Administration
GVWR	Gross vehicle weight rating
LANL	Los Alamos National Laboratory
LBNL	Lawrence Berkeley National Laboratory
LDV	Light duty vehicle
LNG	Liquified Natural Gas
MPG	Miles per gallon
MSA	Metropolitan Statistical Area
NETL-PA	National Energy Technology Laboratory, Pittsburgh
NREL	National Energy Renewable Laboratory
ORNL	Oak Ridge National Laboratory